

GrummanPlaneNews

May 10, 1985

Greyhound On A Fast Track At Calverton

The first of the Reprocured C-2A Greyhounds, Number 20, is currently undergoing extensive flight tests at Calverton Operations on Long Island.

Greyhound No. 20 took its first test flight on Monday, February 4, 1985. Since then, more than 42 flights have taken place for a total of more than 74 flight hours.

"Our intention is to check each and every facet of the Reprocured C-2A's performance to make sure it meets the standards that we originally set for the program," says John Stark, C-2A Program deputy director-Development.

Since the outset of the flight test program, two Navy pilots and eight engineers from NATC Patuxent River, Maryland, have been working closely with Grumman flight test personnel.

"This type of combined testing is designed to cut the total cost of aircraft procurement by reducing testing redundancy," explains Stark. "Grumman has certain requirements to meet in order to release its product to the Navy. Meanwhile, the Navy has test requirements of its own. They need the test data to be able to provide information on the aircraft to its fleet."

E-2C/C-2 Project Pilot Dave Seeman, who was the project pilot for the very first Greyhound more than 20 years ago, says the improvements included in the latest version of the aircraft "really enhance its performance. What Grumman has done is take an already dependable and versatile workhorse, added some off-the-shelf modern technology, and made it that much better."

"We want to make sure that the new higher horsepower engines we have on the Greyhounds, which are the same as the engines on the latest E-2C Hawkeyes, would not significantly al-

ter the aircraft's flying qualities," notes C-2A co-pilot Jerry Haser.

"So far we've found no major differences in the flying qualities. We've had some minor kinks to work out, but on the whole the airplane performs extremely well," he adds.

Seeman says that although the new C-2A looks similar and has flight characteristics similar to the fleet Greyhounds, the updated Greyhound packs some significant improvements. "In addition to more powerful engines, it has a new starting capability, which eliminates the need for ground support equipment," he says.

The new C-2A is also outfitted with updated avionics, and advanced navigation and communications

systems.

"We are flying aircraft No. 20 at Calverton because of the automated telemetry station (ATS) system there. The ATS system helps us calibrate the aircraft's instrumentation for the flight tests," says Stark.

Face-to-face communications with the Calverton test team are also essential in order for the program to progress rapidly. All elements of the test team including maintenance personnel, ATS group, flight test engineering, and the flight crew, must work closely together.

"The key is communicating with each other," says Seeman. "Everyone knows the program's objectives and we all work as a team." ■



Flight Test instrumentation technicians Dave Moore (R) and James Alipo (L) make precision calibrations on the boom of the specially instrumented C-2A Number 20. The latest Greyhound is currently undergoing extensive flight testing in a joint Grumman-Navy flight test program.

Adm. Wilkinson: Quality Is Not Gold-Plating

Grumman stresses quality and cost control at third annual supplier seminar

The cost and quality of government products have drawn a lot of attention lately in the media and in the Department of Defense. In its role as a major defense contractor, Grumman has developed creative new strategies to control costs, while ensuring high standards of quality.

These were shared with its suppliers at Grumman's third annual Corporate Procurement Supplier Seminar, held April 23 at the Long Island Marriott Hotel. Cost control is essential, because in 1985 alone, Grumman plans to purchase \$1.4 billion in goods and services.

Subcontractors have a great impact on cost and quality, said Rear Admiral Joseph Wilkinson, Naval Air Systems Command (NAVAIR) deputy commander and guest speaker at the seminar. Grumman receives 21 percent of the total Navy aircraft budget, and subcontract costs are about half of that.

"Productivity and quality are intertwined, and doing it right the first time is essential to remaining competitive," Wilkinson said. "I want to be very clear that quality is not gold-plating, nor is it a capricious standard."

'Many experts feel increased emphasis on quality will reduce total costs.'

It is getting products that satisfy our requirements. Many experts feel increased emphasis on quality will reduce total costs."

Wilkinson noted that in fiscal year 1985, competitive awards from NAVAIR will total about \$2.3 billion — four times that of 1982. He commended Grumman and its suppliers for negotiating fiscal year 1984 procurement prices that were level with fiscal year 1983.

Grumman President George

Skurla said he wrote to suppliers in December, offering suggestions on quality, pride of workmanship and cost control. "I was very delighted and pleased by the response I got from so many of you. You did put your companies and yourselves on the line," he noted. "In the defense business, we have to continue to stay alert, continue to be aware of the fact that together we stand."

To be truly cost competitive, businesses must hold down prices — especially during low level inflationary periods — said Bob Simon, vice president, Corporate Procurement Operations. He lauded suppliers for their contribution to Grumman's present cost-competitive posture.

"No matter how technically expert we are, no matter how good our reputation is, the low bidder wins," Simon said. The aerospace industry is now operating at about 75 percent of capacity. This excess capacity creates stiff competition. New opportunities will come from a 13.6 percent increase in expenditures for military aircraft in

the fiscal year 1986 defense budget.

Renso Caporali, president of the Aircraft Systems Division, outlined the status of Grumman's current six major aircraft programs.

The Navy plans a competition to build a new wing for the A-6, to extend its fatigue life. Caporali added that the present wing has significantly outperformed design requirements. The A-6 was originally designed in the 1950s —

'You put your companies and yourselves on the line.'

a time when new airplanes came off the drawing board yearly. "We never suspected it would go to the end of the century," he commented.

Joe Kingfield, vice president of Quality and Safety Operations — Aircraft Systems Division, said the famous \$400 hammer and other incidents make quality assurance even more crucial. "This notoriety has raised serious doubts in taxpayers'



The third annual Supplier Seminar gave attendees an opportunity to share ideas with Grumman representatives. Above left, Dan Huebner, Grumman Corporation senior vice president, Marketing and Technology, conferred with Sal Nuzzo, president of Hazeltine Corporation. At right, Rear Admiral James Wilkinson, deputy director of NAVAIR addressed the day's luncheon. He told the audience: "Productivity and quality are intertwined, and 'doing it right the first time' is essential to remaining competitive."

minds as to the quality of products being bought to serve our military defenses," Kingfield said.

Quality results in fewer rejections, less rework, savings in time, labor, and material — and often, faster payment. "We must share in the commitment so we can share in the rewards," he said.

Dan Huebner, Grumman senior vice president, Marketing and Development, said four criteria are used by Grumman in determining whether to pursue an item of business. The market must exist, must be growing, have no dominant leader, and be one in which Grumman has something to offer.

"Everything we do is based on the technical capabilities of not only ourselves, but you as suppliers," Huebner said.

Bob Myers, Grumman senior vice president of Corporate Services, listed a number of Washington developments that suppliers should be concerned about. Among them: current pressures to trim the defense budget, the Competition in Contracting Act,

'Industry and the DoD will never explain the \$400 hammer to the satisfaction of the public.'

demands for proprietary data, and growing audit staffs.

"When I look at the overall health of this industry — and the public's perception of it — we have cause to be concerned," Myers said. "Industry and the DoD will never explain the \$400 hammer to the satisfaction of the public."

"If an aircraft program has abnormal cost growth or quality deficiency, and is near the end of its production life, it is subject to government scrutiny," he added.

Myers noted a trend toward re-competition — a scenario where the government seeks a lower bidder than the incumbent contractor for one of its products. This is likely to affect every defense contractor sooner or later. ■

Forget The Maps, Let's Go Video

Grumman has purchased a new computer-generated image system that will greatly enhance out-the-window imagery for its engineering flight (cockpit) simulators.

Visual realism has always been the weak link in flight simulation. The new \$2.6-million Evans and Sutherland CT6 computer-generated image system employs computer graphics and advanced texturing technologies to generate a more realistic 3-D image of landscapes, airfields, and moving objects.

At present, a large textured map portrays the scenario experienced by the pilot during simulation exercises.

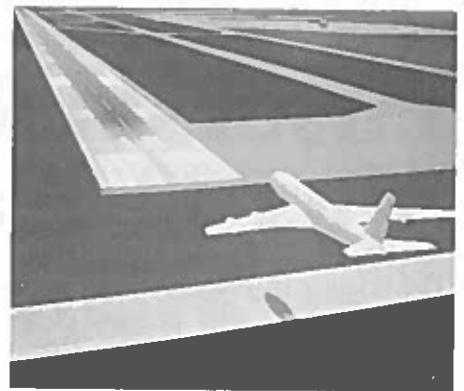
"The map system is somewhat limited by today's standards," says Tom Garner, manager of Simulation/Test, Engineering Simulation Section. "It is based on a terrain model and can only simulate takeoffs and landings with a limited field, fixed by the dimensions of the model."

According to Garner, the new computer-generated image system will enhance Engineering Simulations' capabilities — both in terms of quality and capacity. "We will be able to create

more realistically the pilot's view during just about any maneuver the plane might make or in any scenario today's fighter might find itself in."

Upgrading the flight simulators to perform full-mission simulation with the new CT6 system will also enhance the company's on-going aircraft development programs such as the A-6E Upgrade and the F-14D.

The sophisticated imagery system is expected to be in place by the end of 1986. ■



The recently ordered CT-6 uses computer graphics (similar to that pictured above) to generate realistic 3-D images and an unlimited view of landscapes, airfields, and moving objects.



Plant 14's Engineering Simulations currently uses a terrain model — depicting a runway and the surrounding three-mile area — to illustrate the pilot's view during flight training in simulators. Above, Charlie Falco works on the mini-runway.



After 30 years of dependable service, Grumman's first C-1A Trader has been retired.

First C-1A Retires After 30-Year Hitch

The "Happy Hooker" was put out to pasture recently after 30 years of dependable service. Nicknamed "Happy Hooker" by Navy pilots in the early '70s, the very first Grumman C-1A Trader was retired by the Navy at the end of April.

Since its first flight on January 19, 1955, Happy Hooker logged 15,734 hours of flight time.

The C-1A was the Navy's first carrier on-board delivery (COD) system, delivering everything from parts and supplies to mail for carrier crews. The workhorse Trader served on both

the east and west coasts of the U.S. as well as a number of European bases and a tour of Vietnam. The Happy Hooker has flown off the decks of the *U.S.S. Roosevelt*, the *U.S.S. Oriskany*, and the *U.S.S. Forrestal*.

On April 28, 1985, the C-1A Trader left Willow Grove Naval Air Station in Pennsylvania, and flew to the airplane "bone yard" at the Davis Monthan Air Force Base desert storage area outside of Tucson, Arizona.

The C-1A Happy Hooker was retired in order to make room for the new Grumman C-2A Greyhounds. ■

Skyhawk Nose Goes South

Enclosed in a form-fitting shroud to protect against the elements, the sixth and last forward section for the Malaysian TA-4 trainer aircraft recently arrived at Grumman St. Augustine in Florida.

There, the aircraft's tail, wings, and engine are being rejoined to this forward section. It will be complete and flight-ready in October.

The forward section was originally part of a retired A-4 Skyhawk and was converted from a one-seater to a two-seater by Grumman's Product

Development Operations Center (PDOC) team in Bethpage. The A-4 fuselage was extended 28 inches to provide room for a second seat, thus enabling both student and instructor to be accommodated. In addition, each forward section was restuffed with overhauled components and all-new wiring.

The Royal Malaysian Air Force will use the six TA-4s along with its fleet of 34 Skyhawks, which are being rebuilt by Grumman St. Augustine. ■

Obituaries

Michael M. Abbene of Medical, Plant 111, died April 7 at the age of 67. He had been with the company since 1981 and resided at 17 Sugar Toms Rd., East Norwich, N.Y.

Herbert Vines of Maintenance Industrial Control, Plant 3, died April 8 at the age of 56. He had been with the company since 1968 and resided at 8 Niagara La., Commack, N.Y.

Alberta La Porta of ILS Production, Plant 15, died April 10 at the age of 51. She had been with the company since 1980 and resided at 33 Surrey La., Levittown, N.Y.

Gustave A. Isaksson of Details, Plant 3, died April 14 at the age of 51. He had been with the company since 1951 and resided at 247 Fourth St., St. James, N.Y.

Joseph Maniscalchi of Electro/Mechanical Design, Plant 40, died April 11 at the age of 54. He had been with the company since 1964 and resided at 97 Morewood Dr., Smithtown, N.Y.

Frederick T. Carlucci of Aero Test, Plant 5, died April 7 at the age of 60. He had been with the company since 1952 and resided at 149-05 121st St., So. Ozone Park, N.Y.

Personals

My family and I wish to express our heartfelt appreciation to all our friends and co-workers for their cards, flowers and their donation to the heart fund which helped to ease our grief during the recent loss of my mother **Christin. Richard Burdich**

I wish to express my sincere appreciation to my friends and co-workers in Plant 1 for their kind expressions of sympathy during the recent loss of my mother-in-law. **Lou Cutalo**

I would like to thank all my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my son. **Marie DeGenova**

My family and I wish to express our sincere appreciation to my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my mother. **Herb Glickman**

My family and I wish to express our deepest appreciation to my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my father. **Roger Kaplan**

The family of **George Galley** would like to thank all his friends and co-workers for their kind expressions of sympathy and support during his sudden passing. **Ralph Panetta**

Unit Values

The following are the unit values for the Grumman Employee Investment Plan as of March 31, 1985. These unit values are compared to February 28.

Equity Fund

2.699 down from 2.726

Fixed Income Fund

4.166 up from 4.086

Guaranteed Income Fund

1.991 up from 1.973

Company Stock Fund

\$26.44 down from \$28.19

It's Your Move

May is open enrollment month for Grumman's Voluntary Personal Accident Insurance Plan. If you are interested in supplementing your company-provided accident insurance, or have any other questions, call the following toll-free numbers: within New York state, (800) 942-1905; outside New York, (800) 431-2052.

Questions may also be referred to the Grumman Insurance office at Ext. (111) 53146 or 53044. ■

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Tomcat Takes Morning Walk to PDOC

Front section to form core of new F-14D avionics lab

Navigating any large structure into or out of Plant 14 can be a bit tricky, due to that building's extensions, promenades, and alleyways. Recently, the forward section of an F-14 Tomcat was moved from Plant 14 to Product Development Operations Center (PDOC) in Plant 5 for the F-14D update.

Excellent planning by the Facilities Department made the job look easy. Preparations included removing a wall, building a special dolly to cradle the F-14D forward section, and using a crane to load it aboard a truck.

The forward section's move marks a first step in the construction of the new F-14D Avionics Development Lab (ADL). Many of the changes incorporated in the new generation Tomcat will be associated with its electronics. The forward module will be used as a system test station to evaluate the operation of these components as well as their total integration into the airframe structure.

"Some of the those electronics are manufactured by Grumman and sub-contractors, and some are supplied by the government," says Tom Pace, project engineer for Test and Evaluation. "The ADL provides Engineering with the opportunity to integrate the various components prior to flight testing.

"In the past the emphasis was on mechanical and electrical interfaces. Now, because of the intensive use of

processors, a new dimension has been added — software. The ADL allows us to simulate operational flight conditions in the laboratory for system test, evaluation, and total integration."

In the new lab, there will actually be two F-14 forward sections functioning as simulators. "We need two system test stations just because of the volume of work we'll be doing," says Pace.

At PDOC, the two forward sections are undergoing structural changes and refurbishment. Basically, new equipment brackets and new cabling will be installed. "While the forward section is gone, the lab area in Plant 14 is being updated," says Ray Lokkeberg, F-14D laboratory manager.

The F-14D lab now occupies about 5,000 square feet in the southeast corner of Plant 14. That will increase to 20,000 square feet with the planned lab expansion. The first new facility will be the lab's computer area, encompassing nine Digital Equipment Corporation VAX 11/785 and one IBM 4381 mainframe computers.

The first of the two test stations will arrive back at Plant 14 in early January 1986, and is scheduled to go on line the following June. The second station goes on line in September 1986, marking the completion of the lab. ■



An F-14 forward section was moved recently from Plant 14 to Product Development Operations Center in Plant 5 for structural alterations. It will be a system test station in the Plant 14 Avionics Development lab, evaluating the integration of F-14D electronics component and software.

Masters Of High Tech Named Fellows

Eighteen Grummanites have been named 1985 Science and Engineering Masters Fellows.

As Masters Fellows, they will receive full tuition, textbook and fees support and a special stipend during each semester, while they pursue technical masters degrees. In addition, they will have the opportunity to work in several different areas of the company, matched to their career interests, over the course of the two-year program.

Thirty-eight applicants were interviewed by the six-member Fellowship Recommendations Committee, chaired by Norman Lewin, deputy director of Engineering.

The 1985 class of Grumman Masters Fellowship winners includes:

John Condzella — Current assignment: Crew Systems/Equipment Integration, Plant 5. Undergraduate degree: mechanical engineering, Northeastern University. Graduate studies: mechanical/aerospace design, Polytech of New York.

Scott Dale — Current assignment: Structural Design, Plant 107. Undergraduate degree: civil engineering, Worcester Polytechnic Institute. Graduate studies: civil engineering, Polytech of New York or Columbia.

Theodore De Silva — Current assignment: Structural Design, Plant 9. Undergraduate degree: mechanical engineering, New York Institute of Technology. Graduate studies: mechanical analysis and design, Polytech of New York or Columbia.

Robert Eschbach — Current assignment: Stability & Control/Flying Qualities, Plant 40. Undergraduate degree: aerospace engineering, Polytech of New York. Graduate studies: systems engineering at Polytech of New York.

Rudolph Gamberini — Current assignment: Advanced Materials and Processing, Plant 12. Undergraduate degree: mechanical engineering, SUNY Buffalo. Graduate studies: computer science, Polytech of New York or SUNY Stony Brook.

Charles Giannetto — Current assignment: Stability and Controls/Flying Qualities, Plant 25. Undergraduate degree: aerospace engineering, Penn State University. Graduate studies: systems engineering, Polytech of New York.

Francine Gisondo — Current assignment: Aero Test, Plant 5. Undergraduate degree: mechanical engineering, Clarkson College. Graduate studies: fluid mechanics, Columbia University or Polytech of New York.

Ed Haas — Current assignment: Advanced Technology Section of Structural Design, Plant 25. Undergraduate degree: mechanical engineering, University of Maine. Graduate studies: engineering mechanics, Columbia University or Polytech of New York.

Kenneth Hair — Current assignment: Controls and Mechanisms, Plant 35. Undergraduate degree: mechanical engineering, Clarkson College. Graduate studies: solid body mechanics/dynamics, Polytech of New York.

Timothy Kahn — Current assignment: Corporate Instrumentation Systems, Plant 13. Undergraduate studies: electrical engineering, SUNY Stony Brook. Graduate studies: electrical engineering, SUNY Stony Brook or Polytech of New York.

Joseph Lis — Current assignment: Power Plant Design, Plant 40. Undergraduate degree: mechanical engineering, Rutgers University. Graduate studies: thermodynamics, fluids, engineering, Polytech of New York or Columbia University.

Allison Otto — Current assignment: Manufacturing/Industrial Engineering, Plant 2. Undergraduate degree: industrial engineering, Clarkson University. Graduate studies: industrial management, SUNY Stony Brook (completed); civil engineering, Pratt Institute.

James Porter — Current assignment: Structural Design, Plant 9. Undergraduate degree: aeronautical engineering, Rensselaer Polytech Institute. Graduate studies: mechanical engineering, Polytech of New York.

Bernard Riemer — Current assignment: Subsystem Reliability, Plant 289, Oakridge, TN. Undergraduate degree: mechanical engineering, Rutgers University. Graduate studies: nuclear engineering, University of Tennessee.



John Condzella



Scott Dale



Theodore De Silva



Robert Eschbach



Rudolph Gamberini



Charles Giannetto



Francine Gisondo



Edwin Haas



Kenneth Hair



Timothy Kahn



Joseph Lis



Allison Otto

Walter Soeder — Current assignment: Stability and Controls/Flying Qualities, Plant 5. Undergraduate degree: mechanical engineering, Drexel University. Graduate studies: mechanical engineering, Polytech of New York.

Debbie Vogel — Current assignment: Optic and Display Equipment Design, Plant 5. Undergraduate degree: optics, University of Rochester. Graduate studies: imaging engineering, Polytech of New York.

Sharon Yen — Current assignment: ILS Digital Test Program Sets Engineering, Plant 25. Undergraduate degree: electrical engineering, SUNY Stony Brook. Graduate studies: computer science, Polytech of New York.

Paul Zagorsky — Current assignment: ILS Training Systems Engineering, Plant 47. Undergraduate degree: electrical engineering, Oklahoma State University. Graduate studies: computer science, New York Institute of Technology. ■



James Porter



Bernard Riemer



Walter Soeder



Debbie Vogel



Sharon Yen



Paul Zagorsky

For Your Benefit, You Should Know...

This year, the Grumman/Travelers Group Health Insurance Plan has undergone several changes, especially in the following areas:

Chiropractic care: Effective January 1, 1985, chiropractic care is not eligible for coverage under *basic* x-ray and lab coverage or *basic emergency* medical coverage. Chiropractic care — no matter who provides it — will be paid under Major Medical up to \$32 per visit and up to 20 visits per calendar year. Related x-rays will be paid up to \$200 per calendar year.

Certified and licensed social workers: Retroactive to January 1, 1985, certified and licensed social workers are covered providers for Grummanites who are under the Grumman/Travelers Group Health Insurance Plan. Previously only clinical psychologists or psychiatrists were eligible for reimbursement. This inclusion of social workers has been made possible by a change in New York State

law. Of course, they are also subject to the psychiatric limitations under Major Medical. (Coverage includes inpatient care up to 60 days during the calendar year. Outpatient care is covered up to \$48 per visit with a maximum of 30 visits per year.)

Second surgical opinion: If a Grummanite neglects to obtain a second opinion for one of the required procedures, the surgeon's fee will only be paid at 50 percent with no balance payable under Major Medical. Charges of an assistant surgeon, co-surgeon or anesthesiologist will likewise be paid at 50 percent of reasonable and customary charges. A list of surgeries requiring second opinions can be found on the back of the second surgical opinion form (available at all Employee Services offices).

If you have any questions about these coverages or any other company benefit, contact the Benefits Department in Grumman Headquarters on Ext. 53146. ■

Full Tank Of Raves for KA-6D

Grumman's newly converted KA-6D tankers are quite popular with the fleet lately.

Attack Squadron 35, "The Black Panthers," received its KA-6D in February. In March, the plane flew a record 91.5 hours. During a week long fleet exercise culminating in a three-day "war" scenario, it flew 54 hours, pumped 23,798 gallons of jet fuel, and participated in 19 straight sorties.

The Aircraft Discrepancy Report filed by the squadron noted no discrepancies on inspection. Furthermore, "its material condition is far superior to that of any reworked aircraft we have recently received, and the personal attention of your representatives has been most appreciated," wrote VA-35 Commanding Officer S.A. Richmond in a letter to Grumman St. Augustine President Joe Walter.

The "Boomers" of VA-165 were also pleased with their new tanker.

"After completing our acceptance inspection and functional check flight, this aircraft was sent on a demanding detachment to a distant location," said Commanding Officer R.T. Knowles in a letter to Walter, "where it performed flawlessly... a final statement to the high standards you enforce in aircraft maintenance."

The KA-6D is a modified version of the A-6 Intruder. The attack planes are being converted into tankers by the St. Augustine Division in Florida, Grumman's dedicated aircraft overhaul and modification plant. ■

Upcoming issues:

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Service Milestones

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Thomas A. Aitken Jr., Maj. Assy. (2)
Michael Neuberger, Sub Assy. (2)
Allan B. Elfast, Form Block (2)
Charles H. Condlin, Struct. Subs. (6)
Earl R. Harrington, Final Assy. Insp. (6)
Richard A. Benske, Corp. Instr. Gd. Test (7)
June J. Robb, Proc. Plann. & Cont'l. (30)
John P. Soucheck, Instruct./Anal. (39)
Erma L. Ladson, P.C.B. Fab. (43)
Joan A. Gebhardt, Mach. Shop (56)
Walter L. Jackson, St. Augustine (265)
Robert R. Hardy, Source Insp./Test (287)

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Joseph T. Narkun, Prototype (1)
Robert V. Allison, Sub-Assy. (1)
Edward L. Napoli, Proj. Prog. Mgt. F-14 (1)
Henry Tufano, ILS Dig. TPS Eng. (1)
Salvatore D. Amato, ILS Elect. Pkg. (1)
Richard C. Montillo, ILS Equip. Des. Eng. (1)
Thomas H. Kestel, ILS Train. Sys. Eng. (1)
Eugene J. Tiefenwerth, Fld. Pwr./Pyrotech. (1)
Arthur I. Wood Jr., Navig. & Cont. Equip. Des. (1)
Thomas R. Gregorio, Electro/Mech. Des. (1)
Charles W. Kusche Jr., Prog. Eng. Mgmt. (1)
George J. Hirsch, Prod. Prog. (1)
Joseph R. Picc'otti, Qual. Eng. (1)
Anthony F. Richardelli, Details (2)
Mario Reres, Sm. Parts Fab. (2)
Eugene Haynes Jr., Details (2)
Lounova Branch, Tanks & Ducts (2)
Robert C. Erdman, Ctr. Sect. Sub. Assy. (2)
Joseph C. Supper, Wing Inner Panl. & Combo. (2)
Edward Scerbak, Mech. Struct. & Proto. (2)
Peter VanHensbroek, Mfg. Sys./Doc. (2)
Joseph Parmigiani, Tool Cont. (2)
Herbert M. Thiele, Cut. Grinder (2)
Andrew F. Zajack, Maint. (2)
Samuel Newton, Maint. (2)
William P. Kuhmann, Tool Fab. Mgmt. (2)
James Hill, Details (3)
Gus T. Waller, Conv. Mach. (3)
Virgine R. Morrill, Assy. (3)
Carmine S. Auletta, Maint. (3)
Joe M. Bradshaw, Maint. (3)
Edward F. Burns, Veh. Draft (3)
Giacomo J. Consenz, Mat'l. Rev. (3)
John R. Dengler, Elect. Test (4)
Charles P. Vetter, Elect. Test (4)
Jack Habeshian, Corp. Aircraft Maint. (4)
Demetrios J. Caloritis, Veh. Lia. (4)

Joseph A. Pace, Corp. Inst. Sys. (4)
Dorothy W. Suss, Mech. Insp. (4)
William H. Downs, Static Test (5)
Jeremiah J. McCarthy, Instr. Test (5)
Thomas P. Scardino, Mech. Struct. & Proto. (5)
George Wagner, Prod. Plt. Mgmt. (5)
Richard A. Fritz, Bus. Mgmt. (5)
Dorothy J. Ibert, Office Mgmt. (5)
Fred G. Roffe, Ops. Anal. (5)
Arthur F. Menton, Ops. Anal. (5)
George J. Frankel, Eng. Test Ops. (5)
Dana Mihelich, Sect. Serv. (5)
Romeo P. Martorella, Fld. Sci. Mgmt. (5)
Mario Grzan, Corp. Inst. Gd. Test (5)
Nicholas LaCascia, Supt. Sys. (5)
John A. Kennedy, Jr., Corp. Contracts (5)
Edmund A. Romano, Qual. Mgmt. (5)
Robert L. Matzuga, Market Plann. & Res. (5)
Louise M. Kolb, Market Plann. & Res. (5)
Marjorie A. Nash, Marketing (5)
John R. Penn III, Marketing (5)
Donald R. Combes, Corp. Plann. Cont. & Budg. (5)
Filomena Makris, P.A.-Customer Rel. (5)
Marvin Bloom, Inst. Plann. & Cont. (5)
Anthony J. Casano, F-14 Mod. Buildup (6)
Edwin J. Schretzmann, F-14 Joining (6)
Larry D. Mersereau, Support (6)
Robert S. DeSolms, Meas. Std. (6)
Maurice J. Kalaygian, Final Assy. Insp. (6)
Raymond Lombardi, Prog. Coord. (6)
Raymond J. Fannan, Conf. Data Mgmt. (6)
Edward M. Davis, Gov't. Mat'l. Cont. (7)
Joseph Bellon, Struct. (7)
Lawrence P. Tosto, Prop. & Fld. Syst. Supt. (7)
Howard R. Cabbie, Elect. Sys. Prod. (7)
Frank Verano, Aircraft Cntl. Eng. (7)
Robert Longinotti, Proj. Eng. Elect. (7)
Joseph C. Murgia, Flt. Avion. (8)
Warner R. Landsberg, ILS Elect. Pkg. (8)
Peter L. Breingan, PPM-Comm. Prog. (9)
Rosario D. Allura, ILS Elect. Pkg. (9)
James F. Kearney, ILS Site Reqmts. (9)
Harry Thomas Jr., Comp. Arch. (9)
Donald J. Bostrom, Prog. Qual. Mgmt. (9)
William F. McGrath, Thrust Rev. & Nac. (9)
Thomas J. Gillen Jr., Aero-Struct. Sub-Cont. (9)
Albert L. Stabile, Plastic/Plaster Tool (11)
Methody Sirkot, Meas. Std. Lab. (12)
William A. Lasdin, Elect. Test (14)
John G. Winzinger, Elect. Test (14)
Frank R. Chisholm, Elect. Test (14)
Arthur W. Goehler, Elect. Test (14)
William C. Rommell, Elect. Test (14)
Robert J. Carlough Jr., Elect. Test (14)
Arthur F. Wider, Hydraulics (14)
John S. Zwolinski Sr., Hydraulics (14)
Salvatore Scarantino, Syst. Ops. & Res. (14)
William B. Shephard, Lab. Ops. Mgmt. (14)
Sam Kuzyk, Insp. Elect. Test Lab. (14)
Gerard F. Erbacher, Repro. Serv. (15)
Russell E. House Sr., ILS Tech. Writing (15)
Honorable W. Russell, ILS Tech. Writing (15)
James M. Fawcett, Warehouses (21)
Robert D. VanNoy, Warehouse (21)
Ronald S. Yaconetti, ILS Prog. Mgmt. (25)
Yoshito Kudo, ILS Rf/Servo/Elect TPS Eng. (25)

Vincent Heim, ILS Elect. Pkg. (25)
Silvio S. Facchiano, ILS Equip. Des. Eng. (25)
William J. Patrovic, ILS Equip. Des. Eng. (25)
David L. Rice, Photo. Serv. (25)
Robert T. Savasta, Ant. & Radomes (25)
Frank M. Previtali, Dig. Tech. (25)
Donald H. Justus, Electro. Mech. Des. (25)
Dennis Augustine, Prod. Prog. (25)
Joan E. DelGaudio, P.F.&P. Mgmt. (30)
Howard M. Denen, Proc. Serv. (30)
Charles J. Schmitt, Repts. Plann. (30)
Robert A. Verzera, Gen. Sub. (30)
Richard A. Ayres, Mat'l. Sys. (30)
William J. Rooney, Mfg. Sch. (30)
William P. Bennett Jr., Cust. Supply Rqmts. Mgt. (30)
Virginia A. Denton, Mat'l. Act. (30)
Carmelo R. Caminiti, ILS Elect. Pkg. (35)
Victor A. Bloom, ILS Des. Eng. Mgmt. (35)
Clarence E. Duerr Jr., Contour Dev. (35)
Harry Armen, Struct. Mech. (35)
Aaron Wilkoff, ILS Dig. TPS Eng. (40)
Ercole P. Ferlini, ILS Elect. Pkg. (40)
Jacques M. Graff, ILS Sys. Concepts (40)
Ralph Weiss, ILS Site Rqmts. (40)
Robert P. DeVault, Mass Prop. Anal. (40)
Thomas E. Moore, Electro/Mech. Des. (40)
Lawrence P. Collins, Software Supt. (40)
Donald L. Ritter, Tech. Ops. Mgmt. (40)
Charles J. Caputo, Airframe Sys. (40)
Frank C. Cioffi, Prog. Cont. (43)
Kenneth Reifschneider, Mech. Det. & Fin. (43)
Charles E. Hedler, Mech. Det. & Fin. (43)
Narciso A. Rodriguez, Mech. Det. & Fin. (43)
Leon Sorocki, Av. Sys. Test (43)
Nicholas Brigante P.C.&B. Fab. (43)
Charles J. Hess, Elect. Cable Fab. (43)
Richard M. Wakefield, Elect. Box Pan & Draw Fab. (43)
Joseph F. Zarnay, Prod. Cont. (43)
Jeremiah Krenek, Prod. Cont. (43)
Felix A. Antonucci, Bus. Cont. (43)
Edward W. Urban, Prod. Ops. Mgt. (43)
Bertram E. Carlson, Elect. Lias Eng. (43)
Herman West, Insp. Elect. (43)
Nicholas M. Cacace, Trans. Ops
George H. Drake, Maint. (44)
Henry A. Julie, Elect. Harn. Fab. (44)
Kenneth R. Linker, Elect. Bx. & Pan Fab. (44)
Thadeus J. Cybulski, Insp. Elect. (44)
Edward C. Jones, Insp. Elect. (44)
Joseph J. Vosefski, Software Supt. (45)
Frank M. Adler, Eng. Dev. Mgmt. (47)
George E. Ketcham, Comm. Corp. Nac. (77)
Robert C. Saelzer, Prod. Mgmt. (77)
Freddie L. Gibson, E-2C Wings/F-14 Weapons (77)
Larry D. Widder, Avionics (77)
Frank Giordano, Eng. (88)
Anthony F. Giammarino, Sys. & Cont. (105)
John B. D'Errico Jr., I.R.M. Bus. Ops. (105)
Thomas A. Oliveri, ILS Test Prog. (106)
Gasper Guzzo, ILS Elect. Pkg. (106)
William C. Wanner Jr., Prog. Cont. (106)
Terry M. Hagemann, Electro-Mech. Lines (107)
Nathan C. Lang, ILS Electro. Pkg. (110)
Jose E. Diaz, ILS Elect. Pkg. (110)

(Continued on page 10)

People

Raven Success

"There is nothing better than flying," says Lt. Col. Thomas Milligan. "That's why I joined the Air Force. And flying the EF-111 is a real pleasure."

Lt. Col. Milligan, U.S.A.F. resident EF-111 program manager and acceptance pilot assigned to Grumman, recently surpassed 500 hours of flight time in the EF-111 tactical jamming systems aircraft.

Vern Kramer, EF-111A program vice president, presented Milligan with a special plaque in honor of his achievement. Though Milligan was not the first Air Force pilot to reach the 500-flight-hour plateau in the EF-111, his contributions to the USAF/Grumman EF-111A program have been numerous.

As the resident program manager here at Grumman, Milligan is responsible for all test and acceptance flights of the aircraft. "He has worked very hard and very closely with us throughout the program," says Kramer. "He has earned the respect and admiration of all of us and a special place in the Grumman family."

According to Milligan, flying over 500 hours in any particular type of aircraft is "not really all that much to an Air Force pilot." In fact, Milligan has flown close to 4,000 total hours

during the 18 years that he has been in the Air Force.

"I've flown over 500 hours in about five other aircraft, counting civilian," he says. "But the EF-111 is special to me. Once we have completed the acceptance of the 42nd and final airplane scheduled for delivery from Grumman in October 1985, I will have flown every single EF-111 in the Air Force inventory — those stationed in the U.S. and in Europe. It's a good feeling knowing that my personal stamp of approval is on every EF-111 aircraft out there."

Boss Of The Year

Low Iuliucci recently was named "Boss of the Year" by the Milledgeville Jaycees. Iuliucci is the director of Operations at Plant 66, Grumman's composites manufacturing facility in Milledgeville, Georgia.

The Jaycees saluted Iuliucci for his "outstanding accomplishments in the area of management and contributions to community support efforts."

A Grummanite for more than 20 years, he is a member of the Milledgeville Rotary Club, the Milledgeville/Baldwin County Chamber of Commerce, and the Youth Development Community Advisory Committee Council.

A Good Fellow

Joe Kingfield, vice president — Quality and Safety Operations, has been elected a Fellow of the American Society for Quality Control.

The professional society cites Kingfield for his "outstanding contributions to the enhancement of the quality image in the aerospace industry, to the advancement of education in the quality sciences, and promotion of quality and reliability in the nation's military defense and space exploration programs."

Kingfield will be honored at the society's Special Honors and Awards Ceremony on May 8 in Baltimore, Maryland.

Words Of Experience

Joe Cubbells of the Grumman Toastmasters Club recently placed first in a district speech competition.

Cubbells, an Advanced Systems Preliminary Design operations analyst in Plant 5, won top honors in the Area 19 Serious Speech Contest. Area 19 encompasses three toastmasters clubs — Grumman, Sperry, and a community club in Freeport.

His speech was entitled "Who's Whistling?" and was approximately five to seven minutes in length. The topic was his mother's death in a hospital and the decisions he had to make regarding her care.

Professional Post

The Society for the Advancement of Material and Process Engineering (SAMPE) recently elected Charles Weizenecker its national president for the 1985-86 fiscal year. Weizenecker is section head of Materials Engineering, Manufacturing and Materials Engineering in Plant 12.

SAMPE is an international professional engineering organization with a world-wide membership exceeding 6,000 engineers and scientists, whose objective is to promote science and technology in the materials and processing field.

Picnic date set

While you're planning your summer activities, circle July 27 on your calendar. That's the date of the annual Grumman Corporation Family Picnic at Calverton this year.

Tickets will go on sale shortly at all Employee Services (ES) offices. Details of this annual gathering of the Grumman clan will be published in the upcoming issues of *Grumman World* and *Grumman Plane News*.



Lt. Col. Thomas Milligan, Grumman's USAF resident program manager and EF-111 acceptance pilot, stayed on the ground just long enough to receive a plaque in commemoration of 500 flight hours in the Raven.

Calendar

AIAA: Wed., May 15, Antun's Old Country Manor, Hicksville, 5:30 p.m. Dinner meeting and awards presentation. Topic: "Development of A-6 Series." Guest speaker: Larry Mead. Guests welcome. J. Kohn, Ext. 58754.

ASHRAE: Tues., May 14, Merchant Marine Academy, Kings Point, 6 p.m., field trip, call for directions. A. Rubenstein, Ext. 50667.

Aikido Club: (Martial Arts) every Wed., 5 p.m., Recreation Bldg. Black belt instructors; beginners class. Guests welcome. M. Brooks, 391-6157; H. Brondo, Ext. 56472.

Alcoholics Anonymous: every Mon., 4:30 p.m., Plant 15 conference room C, closed meetings; Personnel Relations, Ext. 53521. Great River: every Wed., 4-5 p.m., T. Conley, Ext. 53521. Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Flt. Test Center, new conference meeting room, open meeting, Personnel, 369-6759; C. Robb, Ext. 117-70038.

Amateur Radio Club: every 3rd Wed. of the month, Plant 25 conference room, 5 p.m. Martin Miller, Ext. 50580.

American Production and Inventory Control Society: Tues., May 28, Musicaro's, Melville, 6 p.m. Technical presentation on "Just In Time Manufacturing." Guest speaker: Jim Clark from IBM. Guests welcome. Norm Heilweil, Ext. 52250.

American Society of Mechanical Engineers: Wed., May 22, Musicaro's, Melville, 6:30 p.m. Topic: "High Density Packaging Using Surface Mounted Components." Guest speaker: Sam Cohen, consultant. Guests welcome. Phil Jacknis, Ext. 59765.

Baseball Card Club: first Wed. of every month, 12-12:30 p.m. Plant 25 conference room. S. Froehlich, Ext. 52508.

Chess Club: every Fri., Recreation Bldg., 5 to 11 p.m. Beginner to expert; guests welcome. K. Marley, Ext. 54901; N. Corso, Ext. 59600.

Coin Club (Bethpage): Wed., May 22, Plant 25 conference room, 12:05 p.m. Informal lunchtime meeting; guests welcome. Peter Casese, Ext. 57703.

Coin Club (Calverton): every Fri., lunchtime, Plant 6, A-6 Action Center conference room. Grumman employees welcome. N. Evangelides, Ext. 117-7242.

Computer Club: 1st Mon. of every month, Recreation Bldg., 7 p.m. Computer discussion and demonstration; beginner to advanced programming. Guests welcome. J. Hayne, Ext. 54945/H. Baluta, Ext. 50389.

Dance Club: every Wed., 5-8 p.m., Recreation Bldg. Guests welcome. S. Koppell, Ext. 115-3800.

Disabled American Veterans: Wed., May 15, Plant 3 cafeteria, 4 p.m. Business meeting. All disabled American veterans are welcome. O. Lewis, Ext. 54476.

Duplicate Bridge Club: every Thur., Recreation Bldg., 6 p.m. Guests welcome. Sid Stone, Ext. 59854.

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. Grumman employees and immediate family only. P. Morrison, Ext. 57505.

Family Campers: May 24-27 Peconic, June 7-9 Battle Row, Bethpage, June 28-July 7 Niagara Falls. For information contact, guests welcome. Al Ellensohn, Ext. 50597.

Fencing Club: every Wed., 4:45-6:30 p.m., Recreation Bldg. Free instructions, guests welcome. J. Hayne, Ext. 54945/P. Chaldaris, Ext. 53486.

Folk Dancers Club: (Calverton): every Thurs., 2nd floor, Plant 6, lunchtime, Grumman employees only. J. Hammelman, Ext. 117-6835.

French Club: Wed., May 22, 108 North Windhorst Ave., Bethpage, 5:30 p.m. Educational program, conversational French. Guests welcome. Louis Kaufman, Ext. 52323.

GACE Flying Club: Mon., May 20, BOCES Bldg., Hicksville, 5:15 p.m., guests welcome. Bob Schulte, Ext. 50682.

Karate Club: every Tues. and Thurs., Recreation Bldg., beginners 4:30 to 5:30 p.m., advanced 5:30 to 7 p.m., black belt instructors, physical and mental development. New students at the beginning of each month. Guests welcome. T. Ortiz, Ext. 58497.

Klown Klub: every second Tues. of each month, Recreation Bldg., 4:15 p.m. Guests welcome. M. Deyns, Ext. 57564.

Magic Club: last Wed. of every month, The Magic Shop, Mid-Island Plaza, Hicksville, 4:45 p.m. Guests welcome. M. Lichaw, Ext. 56114.

Model Railroad Society: every Wed., 7 p.m., Recreation Bldg., regular meeting. Guests welcome. R. Muntz, Ext. 56865.

Motorcycle Club: Wed., May 15, Recreation Bldg., 5:30 p.m. Open house, guests welcome. E. Maxie, Ext. 53783.

Robotics International of the Society of Manufacturing Engineers L.I. Chapter: Mon., May 20, Polytechnic Institute of N.Y., Farmingdale, 8:30 p.m. Topic will be "New Techniques In Off-Line Programming." Guest

speaker will be Bob Trink, applications engineer. Guests welcome. Phil Cancellieri, Ext. 265-5535.

Roller Hockey Club: every Sun., 1 p.m. For more information, call Arnie Pritchett on 934-8402.

Roller Skating Club: every Thurs., Levittown Skating Rink, lessons from 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 52291.

Ski Club: Tues., May 14 & 28, Sitar Restaurant, Melville, 8:30 p.m. Art Garmendia, Ext. 57819/58910.

Society of Manufacturing Engineers: Mon., May 13, Polytechnic Institute of N.Y., Farmingdale, 7:30 p.m. Topic: "Cost Estimating the Establishment of Standards with the Job Shop Environment." Guest speaker: Robert C. Dumas of Manufacturing Technologies, West Springfield, Massachusetts. Vinnie Pavlik, Ext. 55255.

Stamp Club: first three Wed. of every month, 5-6 p.m., Plant 35 cafeteria, trading sessions and discussions. S. Hoops, Ext. 53926.

Table Tennis: every Fri., Recreation Bldg., 4 p.m., and on Sunday at 9 a.m. Open to all. Jim Pope, Ext. 53008.

Tap Dancing Club: every Mon., Recreation Bldg., beginners 4:30 to 5:30 p.m., intermediate 5:30 to 6:30 p.m. Guests welcome. P. Tropea, Ext. 52260.

Tennis Club: Wed., May 15, Recreation Bldg., 5 p.m. New members welcome. Guest speaker: Bill Kassoff, USTA. Peter Hatcher, Ext. 52085.

Theater Guild: first Tues. of each month, Annes Restaurant, Bethpage, 5:30 p.m. Guests welcome. Tom Dalton, Ext. 51825 or Marian Stange, Ext. 59668.

Milestones

(Continued from page 8)

Emil V. Antonucci ILS Sys. Concepts (110)
Ben J. Dutton, ILS Site Rqmts. (110)
Vincent F. Costello, ILS Ops. Supt. (110)
Daniel M. Hanafin, ILS Equip. Des. Eng. (110)
Leonard F. Comenzo, ILS Auto Test Equip. Eng. (110)
Robert H. Hachmann, Dig. Tech. (110)
Robert G. Thigpen, Maint. (111)
Walter Moore, Maint. (111)
Charles G. Pfaffle, Employment (111)
Charles H. Simon, ILS Dig. TPS Eng. (112)
Alexander Giris, Cont. & Mech. (112)
Ruth D. McDonald, Conf. Data Mgmt. (112)
Angelo A. Ferrara, Elect. Equip. Des. (272)
Raymond P. Annabel, Elect. Sys. Prod. (274)
Robert W. Karpinski, A/C Avion. Sys. (294)
Joseph T. Colucci, Suppt. Sys. (294)

Scorecard

Summertime Bowling

The call is out for summer bowlers. The Grumman summer leagues are currently forming teams to begin competition on Wednesday, May 29. Each team is comprised of four bowlers and rosters are open to friends and family. Additionally, there are handicap leagues for men, ladies or mixed competition.

There will be a prize fund and trophies for each league plus a special festival day tournament. League fees are \$6.25 per week and cover all league costs and a separate \$1,000 tournament fund.

An organizational meeting will take place on Wednesday, May 22, at 5:30 p.m. at the Plainview Bowl, where league competition will be held. For further information, contact Herb Mahoney in Recreation, Ext. 52133/ (516)575-2269.

Exam Time For Hams

Hope you've been studying hard. On Saturday, May 11, at 9 a.m., the Grumman Amateur Radio Club will conduct an amateur radio operator license examination session.

All license categories will be available at a fee of \$4 each, with the exception of the novice exam, which will be administered free. Checks should be made out to Metroplex VEC. The examination session number, which must be included on your FCC Form 610, is M40.

Baseball Fever

Grumman recreation is offering you a chance to get in on the action at both Shea and Yankee stadiums this summer.

Tickets for Grumman Nights at the stadiums are available now. Met games are \$7.50 per ticket with school bus transportation available for \$4.25 per person. Yankee tickets are a bit richer at \$8.25; and coach bus transportation is \$7.

Buses will depart from the overflow parking field opposite the Grumman runway in Bethpage. Buses for Shea Stadium will leave at 5:30 p.m. Yankee Stadium buses will leave at 5 p.m.

Mets tickets are available for games against Montreal, on June 21, Atlanta, July 19, and Chicago, August 9. Yankee games include June 14, Detroit; July 12, Texas; and August 16, Boston. For further information, contact Recreation, Ext. 52133.

Historic Williamsburg

Grumman Recreation is offering four-day trip to historic Williamsburg, Virginia, in September.

Leaving Thursday, September 5, at 8 a.m. from Bethpage, a deluxe motor coach will whisk travelers away for three nights and four days. The trip includes three nights accommodations at the famous Williamsburg Conference Center; four meals; admission to Colonial Williamsburg, Busch Gardens, and the Jamestown Festival Park. All taxes and gratuities are included.

The cost is \$258 per person/double occupancy. Full payment — cash or check payable to Grumman Recreation — is required for reservations. For further information, contact Ellen Drasser in Recreation, (516) 575-2133 or Ext. 52269.

Tennis Team Tryouts

Tryouts for the Grumman varsity tennis teams will begin on Wednesday, May 29 at 5 p.m. in the Bethpage Tennis Center on Hempstead Turnpike. For the first time in company history, the tryouts will include com-

petition for a women's varsity squad of 10 players.

All those who play tennis regularly or have extensive experience in racket sports are invited to compete. For those who are familiar with the National Tennis Ranking Program, male players of varsity caliber generally have rankings of from 4 to 5.5 and above.

Interested players should fill out the application form on this page and return it to Recreation, mail stop A01-28A, by May 22. For further information, contact Mike Cherry of Recreation, Ext. 52133.

Women Keglers Win

The Grumman women's varsity bowling team took top honors at the 42nd Annual Long Island Industrial Tournament. Sponsored by LILCO, the L.I. tourney was held at the Syosset Lanes on successive weekends in April.

Leading virtually from the opening frame, the varsity women racked up a score of 8,427 to take the championship. Sperry finished 255 points behind. The award for second high individual series went to Grumman's Maureen Croes who rolled an 804 tournament series.

Grumman's high rolling keglers bowled games of 783 and 761 winning both first and second high team game awards. The squad also captured honors for first and second high team series with scores of 2,921 and 2,801.

In a previous match, Grumman varsity bowlers finished in third place in the 1985 Sperry Jamboree Bowling Tournament. The team of eight men and eight women rolled a total 5,251.

Varsity Tennis Tryouts

☐ Men's ☐ Women's

Name Perm. No.

Ext. M/S

Mail to Grumman Recreation, A01-28A

Deadline: May 22, 1985



Members of the Grumman Running Club are tired but happy after their victory in the 8th annual Plainview PBC 10,000 Meter Run. The speedsters are: (L to R) Lance Hugelmeyer, Mark Childs, Ed Von Bevern, and first place winner Mike Timmons.

Timmons Sprints To New Course Record

Mike Timmons, a member of the Grumman Running Team, set a new course record of 31:27 on his way to winning the 8th annual Plainview Police Boys' Club (PBC) 10,000 Meter Run. Timmons shaved three seconds off the old record set in 1981, as he led the field of 654 runners to the finish line at Mattlin Middle School in Plainview.

Timmons' strong performance helped the Grumman "A" squad cap-

ture the team trophy in Plainview as well. He was joined in the race by Grumman teammates Ed Von Bevern (33:22), Mark Child (34:03) and Lance Hugelmeyer (34:31). The foursome scored an upset victory over the Island-wide team by a margin of over three minutes.

The Grumman "B" team — Ray wise, John McKim, Tom Maier, and Mel Gough — took third place. ■

Tix For Flutie Show

If you haven't seen him yet, this is your big chance. Doug Flutie, quarterback of the New Jersey Generals and appointed savior of the United States Football League, will be leading his troops against the Memphis Showboats on Saturday, June 1.

Grumman Recreation has \$22 tickets available, including round trip bus transportation to the Meadows. The bus will depart from the parking lot of the Ramada Inn off LIE exit 57 at 4 p.m. and from Bethpage at 4:30 p.m. Kick-off is at 7 p.m. For further information contact Herb Mahoney in Recreation, Ext. 52133/ (516)575-2269. ■

Southern bowlers

Both Clarence Delancy and Lee Pierce recently bowled their first individual 700 three-game series ever. Both Grummanites are from Stuart Operations in Florida. Delancy works in Facilities, while Pierce works on the DC-8 Pylons at Plant 77.

The two Grummanites rolled up their high scores while participating in their weekly leagues at Jensen Lanes in Jensen Beach, Florida.

While bowling in the Martin County Businessman's League, Delancy rolled games of 224, 235, and 242 for a series high of 701. Meanwhile, Pierce chopped enough wood for games of 204, 269 and 235 totaling a 708 series. Pierce bowls in the Indian River Mixed League. ■

Grumman Plane News
1111 Stewart Avenue
Bethpage, N.Y. 11714